



Transport Inequity workshop

How road risk and other impacts fall unequally

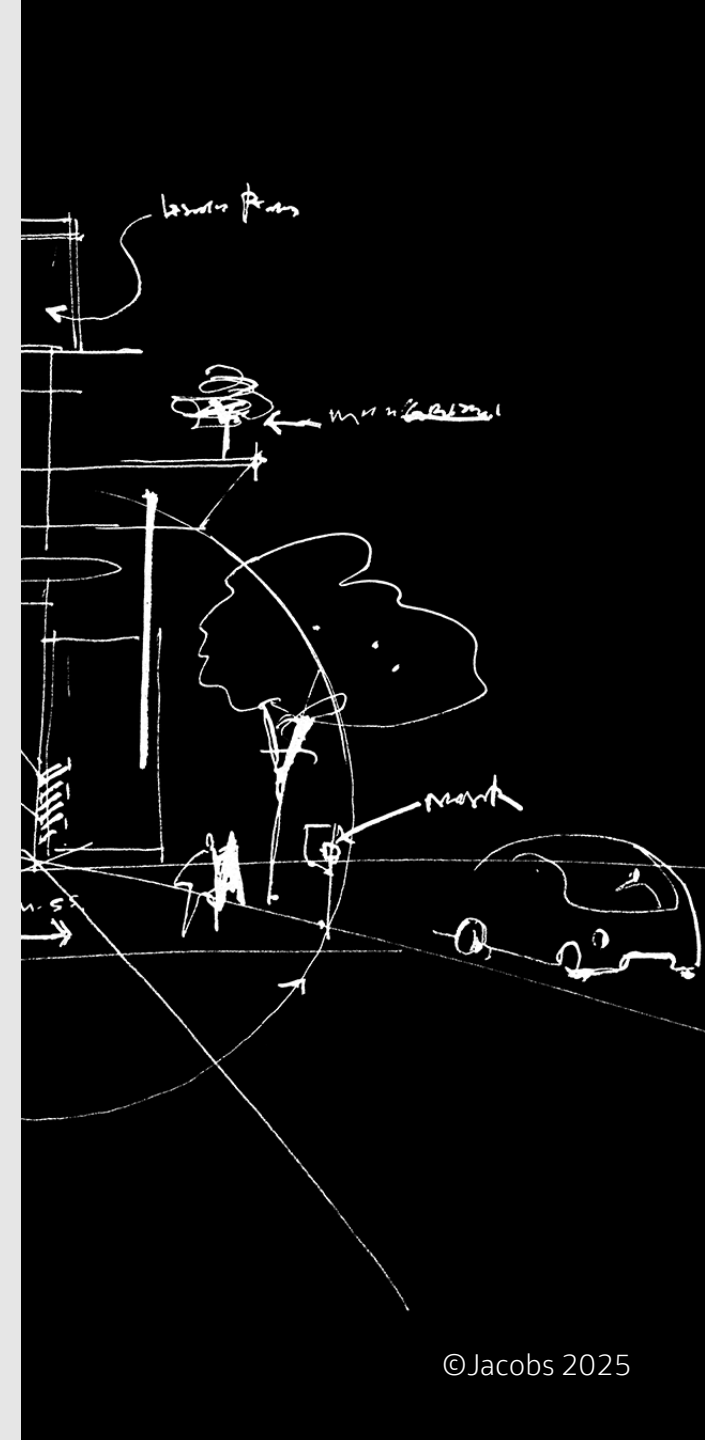
CIHT SoRSA & East Midlands Conference
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Kate Carpenter, Director of Operational Road Safety, Jacobs



Scope

1. Definitions
2. Language
3. Statutory duties (how much are they relevant?)
4. An example to get us thinking
5. Workshop (Tabulating factors and impacts)
6. Collate findings, round-up and close



Definitions and intersectionality

1. Inequality versus inequity

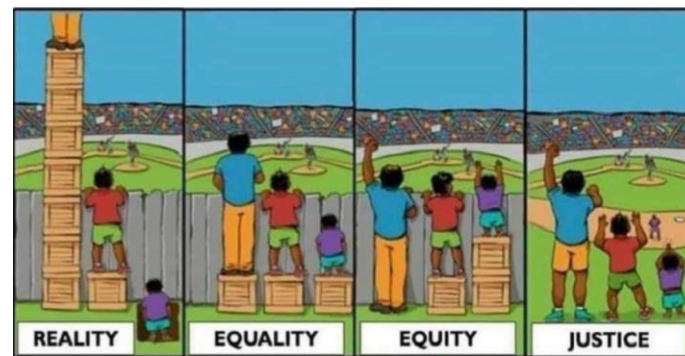
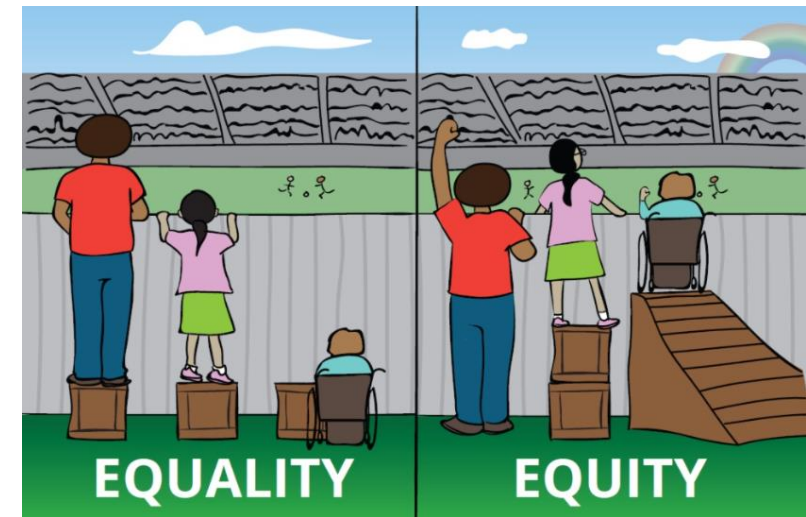
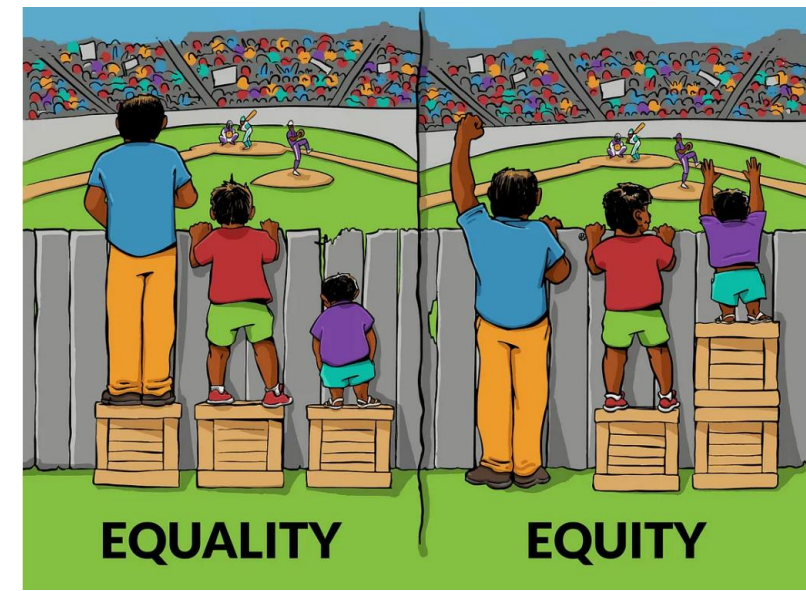
- ❑ **Inequal:** differently applied, for example some people receiving more resources than others
- ❑ **Inequity:** unfairness arising from the different application.

Both apply in transport
 almost every aspect of life can have a transport equity impact
 Consider all individual differences

2. What is intersectionality?

- ❑ The **compound effects** of multiple aspects of inequality *and/or* inequity for example gender and social class
- ❑ Emma DeGraffenreid

*Source: <https://son.rochester.edu/newsroom/2022/intersectionality.html>
<https://www.youtube.com/watch?v=akOe5-UsO2o>

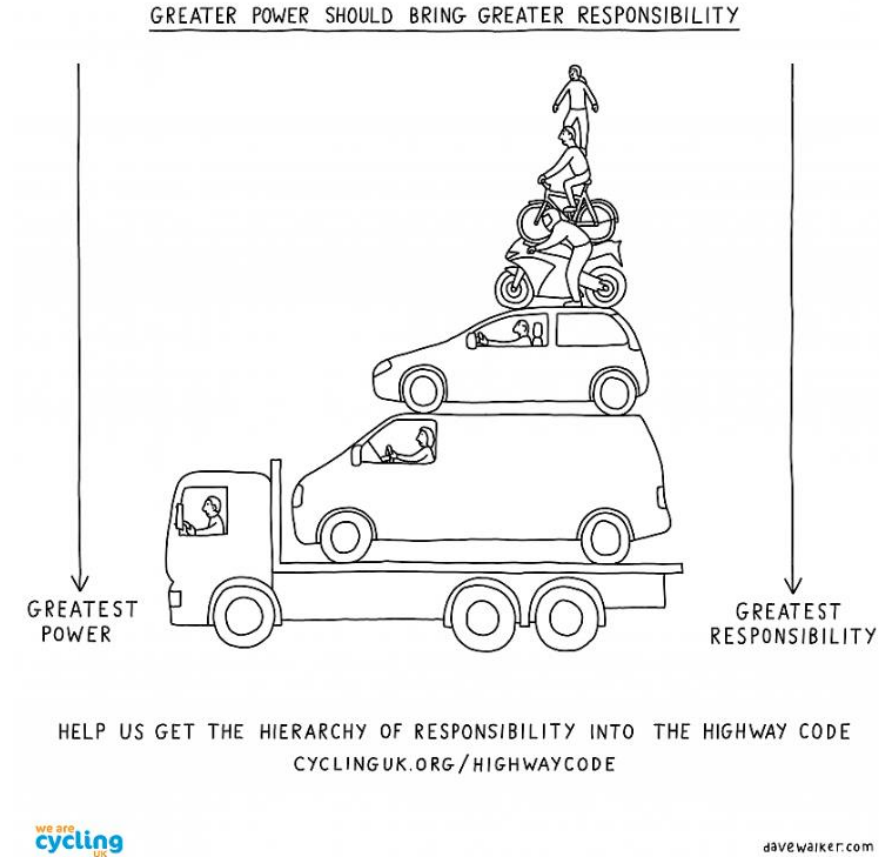


<p>REALITY</p> <p>One gets more than is needed, while the other gets less than is needed. Thus, a huge disparity is created.</p>	<p>EQUALITY</p> <p>The assumption is that everyone benefits from the same supports. This is considered to be equal treatment.</p>	<p>EQUITY</p> <p>Everyone gets the support they need, which produces equity.</p>	<p>JUSTICE</p> <p>All 3 can see the game without supports or accommodations because the cause(s) of the inequity was addressed. The systemic barrier has been removed.</p>
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Language

Use people-first language

- People with disabilities** rather than disabled people
- Avoid grouping:** 'those with disabilities' lumps people together
- Avoid generalities** unless we can substantiate
- Recognise that common perceptions are not substantiated
- Recognise some things appear to be true only because we have not looked at data fully (eg older drivers)
- Share examples of current evidence especially where widespread beliefs are not correct
- Effects can be direct or indirect
- Perceived and/or 'real'
- Perceived effects can give rise to real effects
- If we individually don't have experience of being 'other' we underestimate it and its effects on people



Statutory duties (part but only part of the answer)

Public Authorities also have duties under the Equality Act 2010 Section 149 with regards to the elimination of discrimination based on the protected characteristics including age and disability:

- (1) A public authority must, in the exercise of its functions, have due regard to the need to-
 - (a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it;**
 - (c) Foster good relations between persons who share a relevant protected characteristic and person who do not share it

- (3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristics and persons who do not share it involves having due regard, in particular, to the need to-
 - (a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristics that are connected to that characteristic;**
 - (b) Take steps to meet the needs of people who share a relevant protected characteristics that are different from the needs of persons who do not share it;
 - (c) Encourage persons who share a relevant protected characteristics to participate in public life or in any other activity in which participation by such persons is disproportionately low.

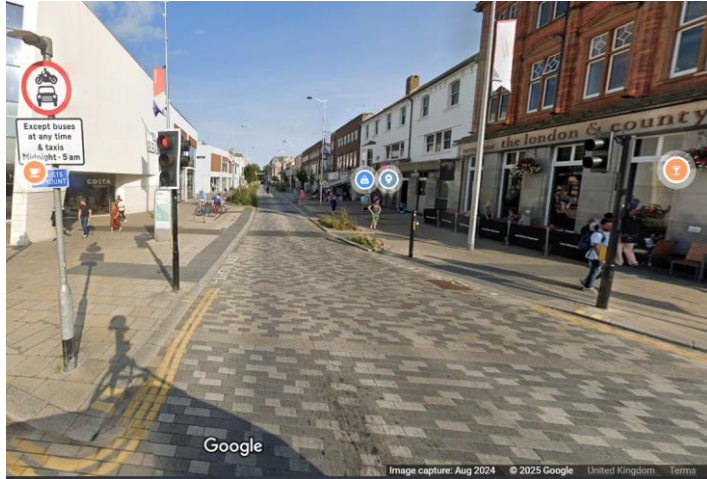
One example: Fun or dangerous or both?

- “Colourful roundabout redesign divides village”
California Cross in Finchampstead, Berkshire Wokingham Borough Council
<https://www.bbc.co.uk/news/articles/c4gpv96ltp4o>



Workshop

1. List areas of impact
2. How they affect the relevant people
3. What specific transport relevance



1. aspect	1. Area of impact	1. How it affects	1. Transport relevance
Eg disability	Mobility requirements eg wheelchair user	Steps, gradients, restrictions on access	Kerbs; footway gradients; prohibition of cycling in urban areas

Summary

1. People with disabilities:
 - mobility
 - Visual
 - Neurological conditions
2. Personality/attitude/driving style
3. Age: younger and older
4. Gender: mainly adverse for women on foot, cycle, in motor vehicles
5. Wider sociodemographic factors eg deprivation, geography
6. Intersectionality



Something You Need to Know
While traveling this weekend, I noticed many passengers had their feet on the dashboard of their car. Airbags deploy between 100 & 220 MPH. If you ride with your feet on the dash and you're involved in an accident, the airbag may send your knees through your eye sockets. This post was viewed thousands of times last year, but it's worth repeating. And yes, the driver and passenger should also be wearing seat belts too! *From Twitter post from Shane O'Connor @oconnorshane. * Originally posted by Colin Bennett in the United Kingdom.

Airbags inflate at between 160 and 350km/h.

The Fire Department says this passenger 'got off easy':
"If you ride with your feet on the dash and you're involved in an accident, the airbag may send your knees through your eye sockets,"

Don't put your feet on the dashboard in a moving car



Prepared by: Kate Carpenter, Director of Operational Road Safety kate.carpenter@jacobs.com

some things we can do

- Keep researching; reading; educating ourselves
- Understand how published science works
- Help designers understand standards/guidance esp Inclusive Mobility; what documents don't cover well narrow footways tactile, crossfall/longfall
- Talk about skill deficit/error versus attitude deficit/error (Steve Stradling @ SoRSA) and driving style not skill
- Have representatives on key steering groups to ensure users not forgotten; consulted on schemes
- Employers/managers support colleagues in life events and conditions affecting their transport and safety eg
 - becoming parents (sleep disturbance);
 - Medical treatment (prescription drugs affect transport safety)
 - observing Ramadan eg blood sugar, dehydration on long work days/travel esp in summer months
- Advocate for more gathering and dissemination of knowledge and evidence based policy eg GDL

'Required reading for everyone' ADAM RUTHERFORD

SCIENCE FICTIONS

STUART RITCHIE



Exposing Fraud, Bias, Negligence and Hype in Science

Some references (not exhaustive)

- Invisible Women <https://carolinecriadoperez.com/book/invisible-women/> and <https://www.youtube.com/watch?v=7LQfu05i-80>
- Car access/travel behaviour <https://www.sciencedirect.com/science/article/pii/S2590198221000749>
- OCEAN Personality/collision involvement <https://psycnet.apa.org/record/2006-03538-004>
- Systematising v empathising
<https://www.sciencedirect.com/science/article/abs/pii/S1369847815001072#:~:text=The%20E%2%80%93S%20model's%20Empathizing%20and%20Systemizing%20as,the%20Empathy%20Quotient%20and%20the%20Systemizing%20Quotient>
- evaluation of road safety in Ramadan
<https://journalofroadsafety.org/article/125180-ramadan-and-road-traffic-crashes-nexus-a-multi-professional-perspective>
- TfL research by LSHTM into ethnicity and road risk
<https://content.tfl.gov.uk/road-safety-of-londons-black-asian-minority-ethnic-groups.pdf>
- social research inc deprivation/poverty, social isolation:
<https://www.jrf.org.uk/neighbourhoods-and-communities>
- GDL/young drivers <https://www.trl.co.uk/publications/ins005>
- Post crash response 'The dogma ate my homework'
<https://www.pacts.org.uk/pacts-32nd-westminster-lecture/>



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Plate 1: City driving on a clear night – light signals, signs, other road markings and road users readily apparent.



Plate 4: City driving on wet night in a person with reduced visual acuity and increased light scatter in eye. Common in older drivers with early cataracts – marked loss of clarity, road layout not visible, signs not apparent.



Plate 5: Street scene – normal vision



Plate 7: Macular degeneration – loss of central vision



Plate 6: Cataract – loss of acuity and change to colour rendering



Plate 8: Diabetic retinopathy – patchy loss of vision across field